

DEVELOPMENT REVIEW BOARD REPORT



MEETING DATE: November 3, 2005

ITEM NO. 5

CASE NUMBER/ PROJECT NAME	23-DR-2005 Scottsdale Municipal Airport Parking Lot Expansion		
LOCATION	15000 N. Airport Drive		
REQUEST	Request approval for parking lot expansion at the Scottsdale Municipal Airport.		
OWNER	City of Scottsdale / Airport 480-312-7612	ENGINEER	Gilbertson & Associates 480-607-2244
ARCHITECT/ DESIGNER	Tornow Design Associates 480-607-5090	APPLICANT/ COORDINATOR	Chris Read City of Scottsdale / Airport 480-312-2674
BACKGROUND	<p>Zoning.</p> <p>The property is zoned Industrial Park District (I-1), which allows the municipal airport and related activities as a permitted use.</p> <p>Context.</p> <p>The 5.5-acre site contains the existing airport terminal building, office building, and parking areas, as well as a recently acquired 1.5-acre site that was previously used as a private office building. The private office building will be razed for the purpose of providing more parking to serve the airport terminal building.</p> <p>Adjacent Uses:</p> <ul style="list-style-type: none">• North: Offices, zoned Industrial Park District (I-1).• South: Airport, zoned Industrial Park District (I-1).• East: Airport, zoned Industrial Park District (I-1).• West: Hotel, zoned Central Business District (C-2).		
APPLICANT'S PROPOSAL	<p>Applicant's Request.</p> <p>This is a request to approve a parking lot expansion for the Scottsdale Municipal Airport. The parking lot expansion will occupy a site located northwest of the terminal building that contains an office building, which will be razed. The application also includes improvements to the terminal entrance and drop-off area, improvements to the existing parking lot northeast of the terminal, and landscape improvements for the entire site.</p> <p>Development Information:</p> <ul style="list-style-type: none">• Existing Use: Office• Proposed Use: Parking• Parcel Size: 5.5 Acres		

- Parking Provided: 276 Spaces
- Open Space Required: 44,257 Square feet
- Open Space Provided: 64,082 Square feet

DISCUSSION

The proposed improvements provide over 100 new parking spaces near the terminal to facilitate the various aviation activities occurring at the airport. The project also improves overall circulation for vehicles and pedestrians using the airport. New one-way vehicular approaches and drop-off areas are provided at the terminal entrance. New walkways, landscaping, and lighting are proposed to improve the overall appearance and function at the airport terminal and office buildings. A desert oasis landscaping theme is proposed using a variety of desert trees and shrubs, as well as turf and date palms at the terminal entrance.

Update:

The Development Review Board Continued this case on August 25, 2005 to allow the applicant more time to review the scope of the project and consider additional improvements suggested by the Board. The effort resulted in a revised site plan and landscaping plan that includes the following:

- The removal of the existing chain link fence on the west side of Airport drive, to be replaced with a new low masonry screen wall.
- The removal of the existing chain link fence along the east side of the property (adjacent to aircraft apron), to be replaced with a new 8-foot tall masonry screen wall.
- The addition of a new 6-foot tall slump block wall southwest of the main terminal building.
- Improved landscaping design within and around the parking lots, including trees.

OTHER BOARDS AND COMMISSIONS

At the August 11, 2004 meeting, the Airport Advisory Commission discussed and endorsed the project.

**STAFF
RECOMMENDATION**

Staff recommends approval, subject to the attached stipulations.

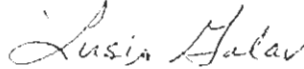
STAFF CONTACT(S)

Tim Curtis, AICP
Project Coordination Manager
Phone: 480-312-4210
E-mail: tcurtis@ScottsdaleAZ.gov

APPROVED BY



Tim Curtis, AICP
Report Author



Lusia Galav, AICP
Interim Current Planning Director,
Phone: 480-312-2506
E-mail: lgalav@scottsdaleAZ.gov

ATTACHMENTS

1. Applicant's Narrative
2. Context Aerial
- 2A. Aerial Close-Up
3. Zoning Map
4. Site Plan
5. Landscape Plan
6. August 25, 2005 Development Review Board Minutes
- A. Fire Ordinance Requirements
- B. Stipulations/Zoning Ordinance Requirements

DEVELOPMENT REVIEW BOARD APPLICATION

Project Narrative

Airport Entrance Road & Parking Lot Improvements

23-DR-2005

03/29/05

LOCATION

This project is located on Scottsdale Airport at the intersection of Butherus & Airport Drive. Land uses that currently occupy the site include an airport entrance road, auto parking, and office building.

BACKGROUND

In early 2004 a study entitled Terminal Circulation Study Update for Scottsdale Airport was prepared by TASK Engineering Company, Inc. to address parking and circulation needs of Scottsdale Airport Terminal area. Infrastructure improvements proposed in this project are consistent with the recommendations of this study.

PROJECT DESCRIPTION

The proposed project includes some 5.6 acres and will increase available parking by over 100 spaces, and provide a one-way circulation system adjacent the terminal & westerly parking lot. The entrance road adjacent the terminal will accommodate three (3) travel lanes to facilitate circulation. Additional sidewalks have been incorporated in the plan to enhance pedestrian access to terminal area land uses.

DRAINAGE

A storm drain will be installed to convey runoff from the site to an existing 36" line located in Airport Drive south of Butherus Drive. Currently storm water flows overland to the referenced outfall.

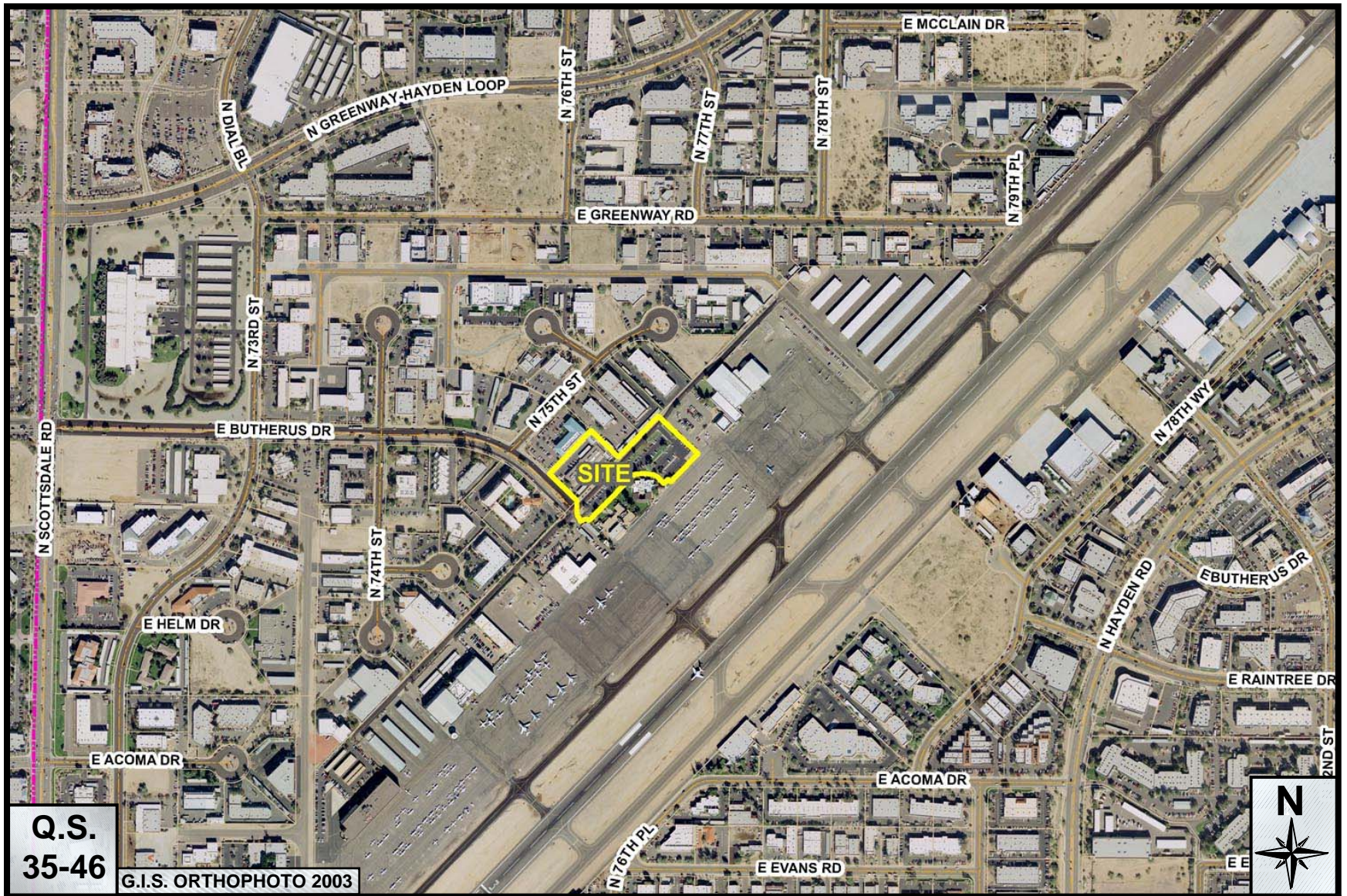
LANDSCAPE

Landscaping will be provided, including parking lot islands and between roadways, sidewalks and building areas. The plant materials will be consistent with those proposed for the Terminal and Aviation Business Center.

PUBLIC PARTICIPATION

City staff contacted approximately 60 businesses immediately adjacent the project inviting them to an August 11th, 2004 Open House at the airport terminal. The project was also presented to the Airport Commission on August 11th, 2004 and this body unanimously endorsed the project.

ATTACHMENT #1



Scottsdale Municipal Airport Parking Lot Expansion

23-DR-2005

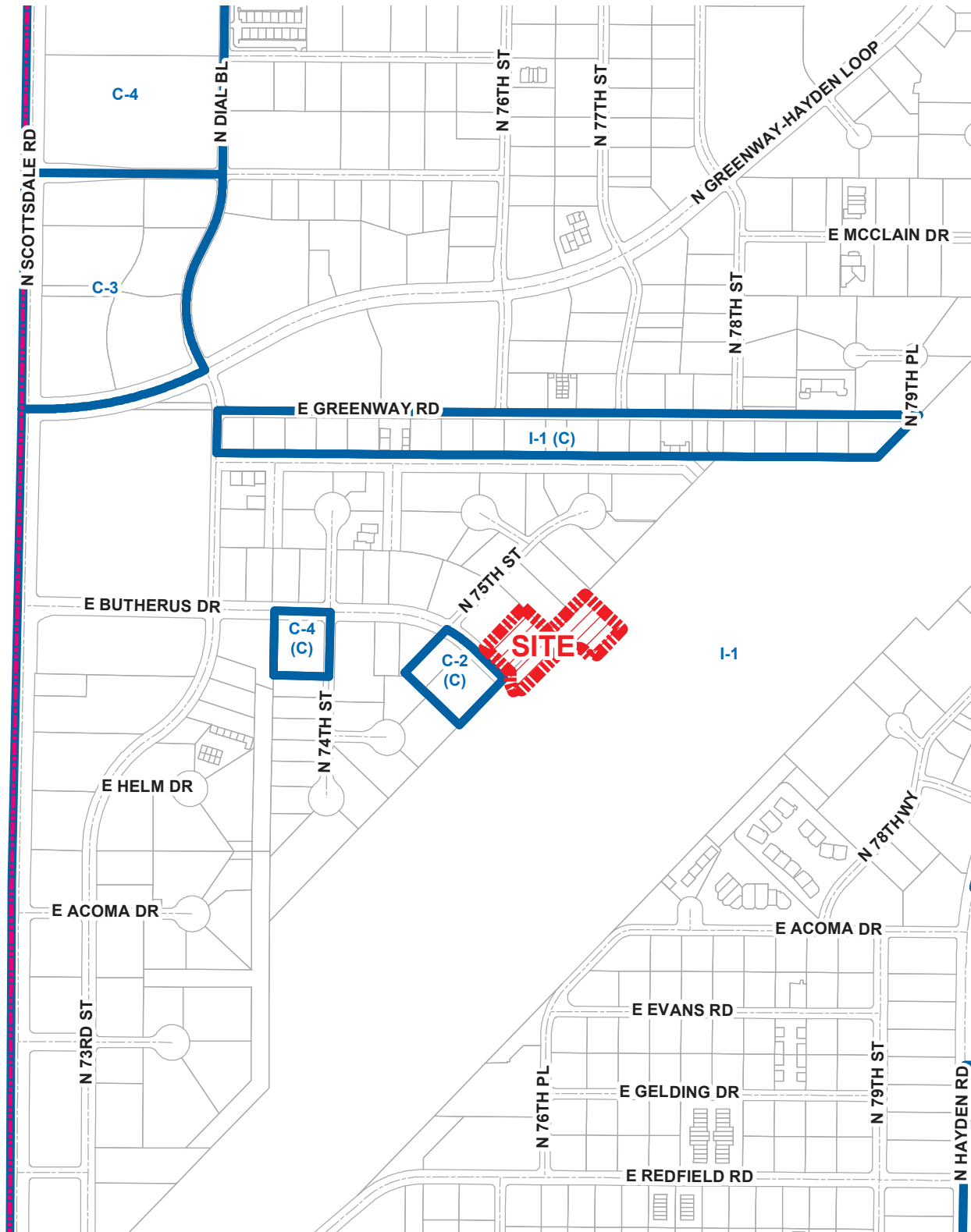
ATTACHMENT #2



Scottsdale Municipal Airport Parking Lot Expansion

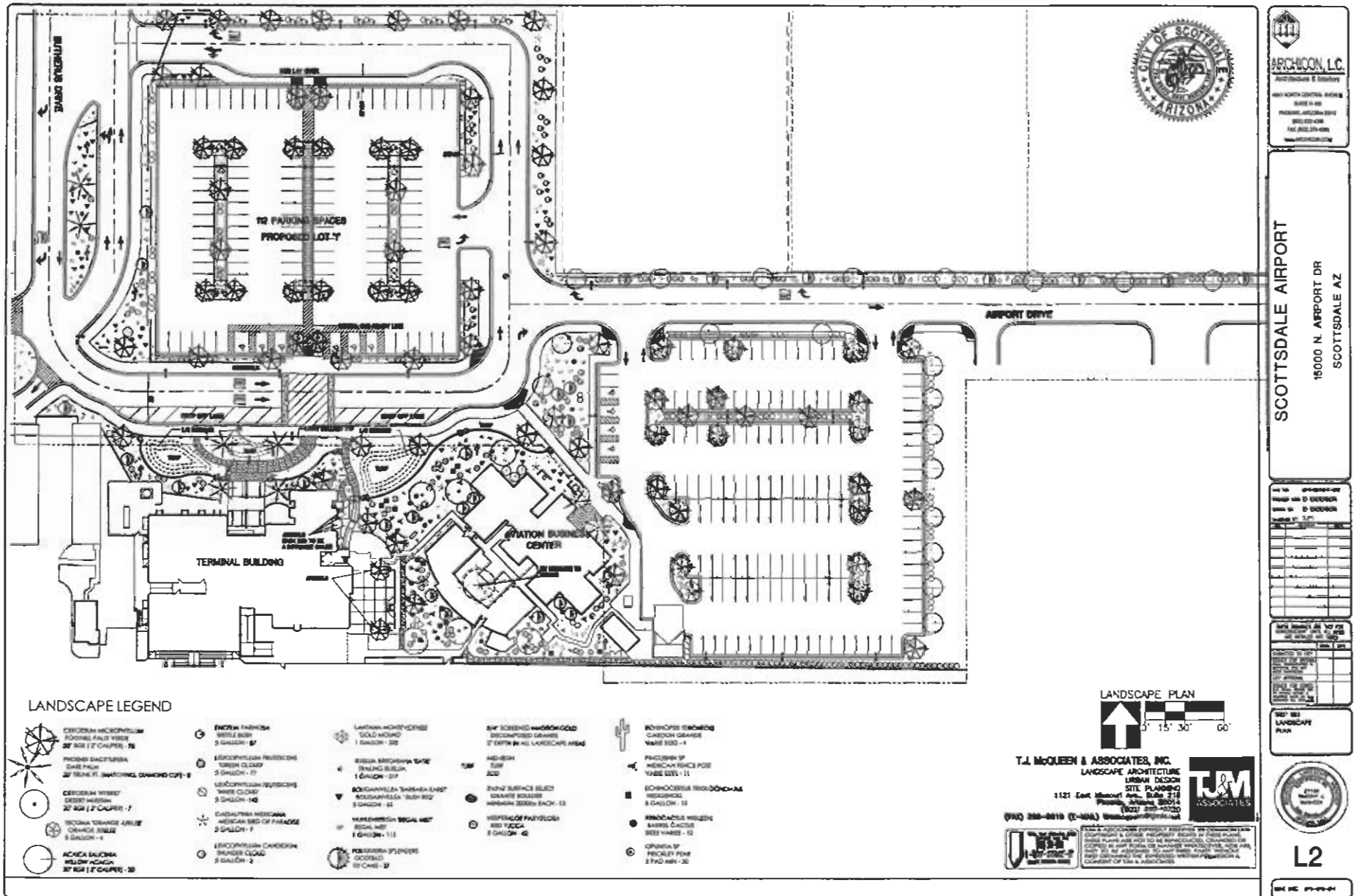
23-DR-2005

ATTACHMENT #2A



23-DR-2005

ATTACHMENT #3



23-DR-2005
REV: 10/19/2005

limit lots 31 through 59 to single story homes and queried the Applicants plans to build two-story houses. Ms. McTee indicated that the developer's intention is to sell individual lots. She noted that the R1-190 zoning district allows up to 30. The building setbacks have been increased from 60-feet to a minimum of 104-feet, which will provide a sufficient buffer for one and a half to two story homes.

Board Member D'Andrea requested clarification regarding the references made to three different setbacks. Ms. McTee explained that the minimum setback in the R1-190 is 60 feet. The setback noted in the letter to Carefree Hills erroneously stated a minimum of 200 feet. Based on numerous conversations and meetings with several of the owners, the setbacks were increased from the minimum of 60 feet to a minimum of 104 feet, with the exception of the two southern lots.

COMMISSIONER BARNETT MOVED TO APPROVE CASE NUMBER 1-MP-2005 AND A MOTION FOR APPROVAL ON 8-PP-2005 WITH ONE AMENDMENT TO STIPULATION NUMBER 74 DISCUSSED BY STAFF IN REGARDS TO FINAL SITE PLAN. SECONDED BY VICE-CHAIRMAN CORTEZ. THE MOTION CARRIED UNANIMOUSLY WITH A VOTE OF SEVEN (7) TO ZERO (0).

9. 23-DR-2005 Scottsdale Municipal Airport Parking Lot
 Site Plan & Elevations
 15000 N. Airport Drive
 Tornow Design Associates, Architect/Designer

Tim Curtis presented the case per the staff packet. Highlights of the presentation included the site plan and the landscape plan.

In response to inquiry by Board Member Jones regarding who the parking is for, Chris Reed, Scottsdale Airport, reported that there is a current shortage of parking spaces. He noted that there are two rental car companies and a restaurant at the airport.

Commissioner Barnett remarked that he has several issues with the project, noting that it is a good plan in general, but the airport is a gateway into Scottsdale for very affluent people. His suggested installing a thicker bush to the left hand side of the parking lot rather than the proposed ocotillo, in order to screen the parking lot. Mr. Reed informed that a screening wall has been specked out that will be built around the parking lots

Commissioner Barnett requested the plans for a screening wall. Mr. Curtis presented a site plan depicting the screen wall noting that it is required along public roadways to screen parking lots. The wall is a 3-foot wall with stucco treatment to match the existing screen walls in the area.

Commissioner Barnett questioned why there are no trees in the parking lot. Mr. Reed indicated that there is a large sidewalk in that area.

Commissioner Barnett addressed the chain link with barbed wire fence along Airport Drive (north side) and queried why the fence is not being placed. Mr. Reed committed to look into the option of removing the fence. He stated that if the fence is owned by the Airport it can certainly be replaced.

Commissioner Barnett suggested changing the chain link razor wire fencing along the south end to match the fencing along the rest of the facility and installing some

landscaping in that area. Mr. Reed noted that an ADOT grant is being used for the project and funding is limited. He expressed uncertainty as to whether or not ADOT would approve something above and beyond chain link fencing, but committed to inquire regarding optional materials that could be approved.

Commissioner Barnett also pointed out the lack of landscaping in the parking lot as well as along the airport wall. Mr. Reed reported that the Transportation engineers were adamant that the middle sidewalk be turned into the flow area so that the pedestrian traffic comes through the sidewalk. Mr. Curtis noted that one of the competing goals here is improving pedestrian access throughout the airport parking lot to the terminal to make it more functional and pedestrian friendly.

Commissioner Barnett expressed disagreement with the logic, noting that he hasn't seen a single commercial development come through with a sidewalk in-between two rows of cars, as well as the fact that there is no landscaping. Normal landscape plans are designed with one tree every 12 to 13 spaces.

Mr. Curtis reported constraints in the fact that the parking lot already exists. Commissioner Barnett responded that mature trees are being removed in order to install a sidewalk that goes nowhere.

Commissioner Barnett asked how fixed the project is and how many changes could be made; specifically requesting that additional trees be included in certain areas of the project.

Mr. Curtis indicated that the landscaping suggestions could be considered. He suggested approval of the concept plan with treatment of the edge fences, protection of existing trees and alternative improvements to accommodate pedestrian access, as well as landscape improvements.

Commissioner Barnett concurred with Mr. Curtis, noting that the plan itself works fine; his concerns pertain to the landscaping and the chain link fence.

Board Member Jones expressed support for Commissioner Barnett's comments and would like to see all of the improvements suggested by Commissioner Barnett, particularly the landscaping, before the case is approved.

Board Member D'Andrea echoed all of the same comments and expressed concern about missing an opportunity for better overall improvements. He suggested the addition of an architectural canopy element as well as reviewing the master plan of the airport.

Board Member Schmitt expressed support for the comments made by other Board Members.

Councilman Lane expressed support for the recommendations made by Commissioner Barnett. He questioned how the funding works on the ADOT grant and queried whether there have been other occasions where the City has used capital improvement reserves to supplement a project for the sake of meeting a higher standard than ADOT may be willing to accept.

Mr. Reed explained that 30 percent plans will be taken to ADOT for review and determination of eligibility regarding funding for particular items. In the case of changing the chain link fence, it could be approved with their agreement to fund what it would cost to install a chain link fence and require the City to pay for anything above and beyond. It is also possible that ADOT may pay for the entire fence. If it is something that the City absolutely wants to see, it may be the case that ADOT will fund 90 percent, which the maximum for the entire project.

Councilman Lane opined that it would certainly be worth the effort to present the project on the higher line and at least take that chance.

Vice-Chairman Cortez remarked that the comments suggested by the DRB will significantly impact the landscape plan and queried the timeline of the project. Mr. Reed stated that the building to be demolished is currently occupied by tenants. It is owned by the City. The tenants have a right to be there, per the lease, until the end of the year. The building will be demolished subsequent to the tenants vacating the premises. Construction can begin soon thereafter, most likely mid-February.

Vice-Chairman Cortez stated no objection to the demolition aspect of the project, but expressed hesitation in approving the site plan at this point in time, based on some of the outstanding issues, particularly the funding components of the project. He questioned whether continuing the project for 30 days in order to address some of the issues would severely impact the scheduled design and construction target date.

Mr. Reed indicated that he would have to deferred a response to the engineering company. Councilman Lane stated that the recommended changes are strictly cosmetic issues and should not impact the engineering process. He suggested a motion with the stipulation that the City return with an alternate recommendation on the basis of Commissioner Barnett's suggestions.

Vice-Chairman Cortez opined that the recommendations appear to be more than just landscaping and may impact curb lines and paving areas. On that basis, he expressed opposition to approving the site plan and instead giving the City clear direction with regard to what the DRB anticipates seeing in 30 days.

Board Member D'Andrea concurred with Vice-Chairman Cortez and expressed a desire to receive more information regarding the funding mechanisms and what other things, if any, can be done in terms of a shading structure to enhance the overall esthetic of the project. He encouraged the project architect to evaluate the project from an architectural and esthetic point of view and a little less from an engineer's point of view.

COMMISSIONER BARNETT MOVED TO CONTINUE CASE NUMBER 23-DR-2005. SECONDED BY VICE-CHAIRMAN CORTEZ. THE MOTION CARRIED UNANIMOUSLY WITH A VOTE OF SEVEN (7) TO ZERO (0).

Upon request for confirmation by Mr. Curtis, Councilman Lane affirmed that the case is continued to September 22.

Commissioner Barnett requested that Councilman Lane inquire regarding possible funding from the City or determine how ADOT funding works and if there is some additional funding needed, determine if that is something the City may be able to

provide. Councilman Lane indicated that he and Mr. Reed could speak about the funding issues and determine what is needed for the project.

12. 44-DR-2005 Scottsdale Plaza
 Site Plan & Elevations
 2901 N. 67th Place
 Studio Architecture, Architect/Designer

Mac Cummins presented the case. Highlights included an overview of case facts, the site plan, elevations, and the landscape plans.

Board Member Jones stated that the project, overall, was handled quite well but one comment that was made regarding the western two of the south windows was that it is not clear whether or not the potential occupants would need windows. He stated that occupants change in this kind of building quite a bit, so he would prefer to see the windows be a permanent part of the design and that adequate sun shade be provided for them.

Board Member D'Andrea noted the bus stop easement and questioned whether the bus stop design is part of the project. Mr. Cummins reported that the City's transportation staff has reviewed the project and has identified that this is an appropriate location for the bus stop. Upon further inquiry by Board Member D'Andrea, Mr. Cummins reported that the Applicant has proposed the specific bus stop design.

Board Member Schmitt stated that on another Scottsdale project the Transportation Department strongly objected to a bus stop located near mid-block and wanted it at the end of the block; the rationale being that a bus stop in a location such as this would cause people to jay-walk to get to the bus stop. He further noted that the bus stop location, in relation to the tenant's entry's to the building, is extremely inconvenient.

Mr. Cummins reported that there are unique drainage sites along the frontage of the property that contributed to the placement of the bus stop easement.

BOARD MEMBER JONES MOVED FOR APPROVAL OF CASE NUMBER 44-DR-2005 WITH THE STIPULATION THAT THE DESIGNER MODIFY THE WESTERN TWO OF THE SOUTHERN WINDOWS TO INCLUDE SUN SHADING AND THAT HE FURTHER REVIEW THE DESIGN OF THE BUS STOP TO POTENTIALLY MAKE IT MORE COMPATIBLE WITH THE OVERALL BUILDING DESIGN. AND THAT HE WOULD RETURN JUST THE BUS STOP DESIGN FOR FURTHER REVIEW. SECONDED BY COMMISSIONER BARNETT.

Board Member O'Neill noted that detail 21 of the elevation depicts a wood trellis above the two windows included in the stipulation. He further noted that it is the same detail that is above the eastern two windows on the south elevation. He asked Board Member Jones for clarification of whether or not he is requesting something other than what is represented on the elevation.

Steve Helffrich, addressed the Board, and explained that the windows would be stepped back two feet and the trellis would cantilever out three or four feet. Further discussion ensued.

Scottsdale Municipal Airport Parking
15000 N. Airport Dr.
Scottsdale, Az

FIRE ORDINANCE REQUIREMENTS

(INCORPORATE INTO BUILDING PLANS AS GENERAL NOTE BLOCK - USE ONLY THE DESIGNATED STIPULATIONS)

- | | |
|--|--|
| <p><input checked="" type="checkbox"/> 1. PREMISES IDENTIFICATION TO BE LEGIBLE FROM STREET OR DRIVE & MUST BE ON ALL PLANS.</p> <p><input checked="" type="checkbox"/> 2. FIRE LANES & EMERGENCY ACCESS SHALL BE PROVIDED & MARKED IN COMPLIANCE WITH CITY ORDINANCE & IFC AT THE FOLLOWING LOCATIONS.</p> <p style="margin-left: 20px;"><u>AS SHOWN</u></p> <p>_____</p> <p>_____</p> <p><input checked="" type="checkbox"/> 3. IT IS THE DEVELOPERS RESPONSIBILITY TO DETERMINE ULTIMATE COMPLIANCE WITH THE FAIR HOUSING ADMENDMENTS ACT & AMERICANS WITH DISABILITIES ACT & INCORPORATE SAME INTO THEIR BUILDING PLANS.</p> <p><input type="checkbox"/> 4. SUBMIT PLANS & SPECS FOR SUPERVISED AUTOMATIC EXTINGUISHING SYSTEM FOR ALL COOKING APPLIANCES, HOOD PLENUMS & EXHAUST DUCTS.</p> <p><input checked="" type="checkbox"/> 5. PROVIDE A KNOX ACCESS SYSTEM:</p> <p style="margin-left: 20px;"><input type="checkbox"/> A. KNOX BOX</p> <p style="margin-left: 20px;"><input type="checkbox"/> B. PADLOCK</p> <p style="margin-left: 20px;"><input checked="" type="checkbox"/> C. KNOX OVERRIDE & PRE-EMPTION STROBE SWITCH FOR AUTOMATIC GATES.</p> <p><input type="checkbox"/> 6. INSTALL AN AS BUILT DRAWING CABINET ADJACENT TO THE FIRE SPRINKLER RISER. IT SHALL BE OF ADEQUATE SIZE TO ACCOMMODATE BOTH THE FIRE SPRINKLER & FIRE ALARM DRAWINGS. THE CABINET SHALL BE PROVIDED WITH A LOCK & KEYED TO MATCH THE FIRE ALARM CONTROL PANEL & SUPERVISED BY THE FACP IF APPLICABLE.</p> <p><input type="checkbox"/> 7. SUBMIT PLANS FOR A CLASS _____ FIRE ALARM SYSTEM PER SCOTTSDALE REVISED CODES.</p> <p><input type="checkbox"/> 8. PROVIDE INTERIOR TENANT NOTIFICATION WHEN OFF-SITE MONITORING IS REQUIRED.
(SEE FIRE ALARM INTERPRETATIONS FOR CLARIFICATION)</p> <p><input type="checkbox"/> 9. ADD 2-1/2" WET FIRE HOSE VALVES (NSHT) IF FLOOR AREA EXCEEDS 10,000 SQ. FT. PER FLOOR LEVEL AND/OR IF FIRE DEPT. ACCESS IS LIMITED TO LESS THAN 360°. _____</p> <p>_____</p> <p><input type="checkbox"/> 10. BUILDINGS MAY BE SUBJECT TO INSTALLATION AND TESTING REQUIREMENTS FOR A PUBLIC SAFETY RADIO AMPLIFICATION SYSTEM.</p> | <p><input type="checkbox"/> 11. BACKFLOW PREVENTION WILL BE REQUIRED ON VERTICAL RISER FOR CLASS 1 & 2 FIRE SPRINKLER SYSTEMS PER SCOTTSDALE REVISED CODE.</p> <p><input checked="" type="checkbox"/> 12. PROVIDE ALL WEATHER ACCESS ROAD (MIN. 16') TO ALL BUILDINGS & HYDRANTS FROM PUBLIC WAY DURING CONSTRUCTION.</p> <p><input type="checkbox"/> 13. SEE APPROVED CIVILS FOR THE NUMBER OF FIRE HYDRANTS REQUIRED. DEVELOPER SHALL HAVE THE REQUIRED HYDRANTS INSTALLED & OPERABLE PRIOR TO THE FOOTING INSPECTION. HYDRANTS SHALL BE SPACED AT A MAXIMUM OF _____ AT _____ GPM. THE DEVELOPER SHALL MAKE THE C.O.S. APPROVED CIVIL WATER PLANS AVAILABLE TO THE FIRE SPRINKLER CONTRACTOR.</p> <p><input type="checkbox"/> 14. PORTABLE FIRE EXTINGUISHERS SHALL BE INSTALLED. SEE SHEET(S) _____</p> <p><input type="checkbox"/> 15. EXIT & EMERGENCY LIGHTING SHALL COMPLY WITH THE C.O.S. ORDINANCE & THE IFC. SEE SHEETS _____</p> <p><input type="checkbox"/> 16. SUBMIT MSDS SHEETS & AGGREGATE QUANTITY FOR ALL HAZARDOUS MATERIALS INCLUDING FLAMMABLES, PESTICIDES, HERBICIDES, CORROSIVES, OXIDIZERS, ETC. A PERMIT IS REQUIRED FOR ANY AMOUNT OF HAZARDOUS MATERIALS STORED, DISPENSED, USED OR HANDLED. COMPLETE AN HMMP & SUBMIT WITH THE BUILDING PLANS.</p> <p><input type="checkbox"/> 17. FIRELINE, SPRINKLER & STANDPIPE SYSTEM SHALL BE FLUSHED & PRESSURE TESTED PER NFPA STANDARDS & SCOTTSDALE REVISED CODES.</p> <p><input type="checkbox"/> 18. FDC SIAMESE CONNECTIONS FOR SPRINKLERS AND/OR STANDPIPES WILL BE LOCATED PER ORDINANCE AND/OR AT AN APPROVED LOCATION. MINIMUM SIZE 2-1/2 x 2-1/2 x _____ (NSHT)</p> <p style="margin-left: 20px;"><input type="checkbox"/> 4' TO 8' BACK OF CURB; INDEP. WET LINE.</p> <p style="margin-left: 20px;"><input type="checkbox"/> WALL MOUNTED - 15' CLEAR OF OPENINGS.</p> <p><input type="checkbox"/> 19. ADEQUATE CLEARANCE SHALL BE PROVIDED AROUND FIRE RISER. DIMENSIONS FROM FACE OF PIPE SHALL MEASURE A MINIMUM OF 12" OFF THE BACK OF WALL, 18" ON EACH SIDE & 36" CLEAR IN FRONT WITH A FULL HEIGHT DOOR. THE FIRE LINE SHALL EXTEND A MAXIMUM OF 3' INTO THE BUILDING FROM INSIDE FACE OF WALL TO CENTER OF PIPE.</p> |
|--|--|

20. ☐ SPRINKLER SYSTEM SHALL BE INSTALLED TO COMPLY WITH MINIMUM NFPA CRITERIA 2002 EDITION & SCOTTSDALE REVISED CODES. SYSTEMS WITH 100 HEADS OR MORE SHALL HAVE OFF-SITE MONITORING. AFTER BUILDING PLAN REVIEW, INSTALLING CONTRACTOR SHALL SUBMIT (3) THREE COMPLETE SETS OF DRAWINGS & HYDRAULIC CALCULATIONS REVIEWED BY A MINIMUM NICET III DESIGN TECHNICIAN.
- ☐ A. MODIFIED NFPA 13-D SYSTEM WITH RESIDENTIAL QUICK RESPONSE SPRINKLER HEADS (2002 EDITION)
- ☐ B. MODIFIED NFPA 13R SYSTEM (2002 EDITION) WITH RESIDENTIAL QUICK RESPONSE SPRINKLER HEADS IN DWELLING UNITS & ATTIC AREAS FED FROM SEPARATE FIRELINE PER C.O.S. ORDINANCE & INTERPRETATIONS & APPLICATIONS. CALCULATE UP TO FOUR REMOTE HEADS & 900 SQ FT MIN. IN ATTIC.
- ☐ C. NFPA 13 2002 EDITION COMMERCIAL SYSTEM / DESIGN CRITERIA: SEISMIC DESIGN CATEGORY SHALL BE DETERMINED BY STRUCTURAL ENGINEER.
- ☐ D. THE FIRE SPRINKLER SYSTEM DESIGN FOR WAREHOUSE / STORAGE OCCUPANCIES SHALL BE BASED ON THE FULL HEIGHT CAPACITY OF THE BUILDING PER SCOTTSDALE REVISED CODE. DENSITY CRITERIA:
- ☐ E. SPRINKLER DESIGN CRITERIA FOR UNSPECIFIED WAREHOUSE COMMODITIES: .45 OVER 3000 SQ. FT.
- ☐ F. THE PROJECT SPECIFICATIONS SHALL BE SUBMITTED WITH CONTRACT DRAWINGS.
- ☐ G.

Submit three (3) complete sets of drawings submitted by installing contractor, after building plan review is complete. Please refer questions to Fire Dept. Plan Review, 312-7070, 312-7684, 312-7127, 312-2372.

Stipulations for Case: Scottsdale Municipal Airport Parking Lot Expansion Case 23-DR-2005

Unless otherwise stated, the applicant agrees to complete all requirements prior to final plan approval, to the satisfaction of Project Coordinator and the Final Plans staff.

PLANNING

APPLICABLE DOCUMENTS AND PLANS:

DRB Stipulations

1. Except as required by the City Code of Ordinances, Zoning Regulations, Subdivision Regulations, and the other stipulations herein, the site design and construction shall substantially conform to the following documents:
 - a. The location and configuration of all site improvements shall be constructed to be consistent with the site plan submitted by Archicon, L.C. Architecture with a received date of 10/19/2005.
 - b. Landscaping, including quantity, size, and location of materials shall be installed to be consistent with the conceptual landscape plan submitted by T.J. McQueen & Associates, Inc. with an issue date of 10/19/2004.

ARCHITECTURAL DESIGN:

DRB Stipulations

2. Any new ground mounted transformers shall be screened to a height of one-foot taller than the screened unit by walls that match the texture, color, and material of the main building. Coordinate with the utility company regarding clearance requirements and required location characteristics.
3. All walls shall match the architectural color, materials and finish of the surrounding building(s) and/or walls. Block (CMU) used for walls shall be 6-inch minimum size, and Dooley wall fencing shall not be allowed.

SITE DESIGN:

DRB Stipulations

4. Graphically indicate all sidewalks and ramp locations on the architectural site plan.

LANDSCAPE DESIGN:

DRB Stipulations

5. Upon removal of the salvageable native plants the salvage contractor shall submit completed Native Plant Tracking Form as well as a list identifying the tag numbers of the plants surviving salvage operations to the City's Inspection Services Unit within 3 months from the beginning of salvage operations and/or prior to the issuance of the Certificate of Occupancy.

EXTERIOR LIGHTING DESIGN:

DRB Stipulations

6. With the final plans submittal, the applicant shall revise all lighting plans so the base plan matches the architectural site plan.

ATTACHMENT B

7. All exterior luminaires shall meet all IESNA requirements for full cutoff, except for sign lighting, landscape lighting, and special lighting at walkways, bus stops and parking lot driveways.
8. The lighting site plan shall include all exterior luminaires including those for signage and landscape lighting.
9. The individual luminaire lamp shall not exceed 250 watts.
10. The maximum height from finished grade to the bottom of the any exterior luminaire shall not exceed 40 feet on Butherus, 25-feet on Airport Drive, and 20-feet in the parking lot and everywhere else.
11. The developer shall contact APS (Arizona Public Service) for one additional streetlight on the east side of Butherus at the airport entry that matches the existing poles on Butherus. The streetlight shall be installed prior final inspection. The type A luminaire shall be revised to reflect an APS streetlight and shall be removed from the luminaire schedule.
12. The light loss factor listed in the luminaire schedule shall be corrected to reflect the actual lamp types utilized.
13. Bollards utilizing white light shall be utilized at all parking lot ingress/egress locations. Bollard shall appear on lighting site plan and photometric analysis. Bollards shall be either louvered or cone style.
14. On the final lighting site plan, pole/post mounted lighting details shall be added and shall include colors/finishes for all fixtures, poles and bases. Colors/finishes shall be shown in fixture schedule.
15. The complete catalog number of the fixtures and the colored temperature for all types of metal halide lamps shall be included in the fixture schedule.
16. The pole and bracket arms for the roadway light fixtures shall conform to City standards, and a note shall be placed on the drawings stating the number it conforms to. Contact the City's Field Services Technical Manager for approval.
17. All front walkway lighting between the street and airport terminal shall return for subsequent staff approval.
18. Add a minimum of two white light bollards into the landscape area near the north road bus layover.
19. Incorporate into the project's design, the following:

Parking Lot and Site Lighting:

- a. The maintained average horizontal illuminance level, at grade on the site, shall not exceed 2.5 foot-candles. At a minimum, the applicant shall provide separate calculation grids for local roadway, parking lot, crosswalk/walkway and entire site.
- b. The maintained maximum horizontal illuminance level, at grade on the site, shall not exceed 10.0 foot-candles. All exterior luminaires shall be included in this calculation.

Landscape Lighting

- c. All landscape lighting directed upward shall utilize the extension visor shields to limit the view of the lamp source.
- d. Landscape lighting shall only be utilized to accent plant material.
- e. All landscape lighting directed upward, shall be aimed away from property line.
- f. All landscape lighting hanging in vegetation, shall contain recessed lamps, and be directed downward and away from property line. (Add only if proposed)
- g. The landscape lighting lamp shall be equal or less than a 39-watt metal halide bulb.

VEHICULAR AND BICYCLE PARKING:**DRB Stipulations**

20. Bike rack design shall be in conformance with City of Scottsdale M.A.G. Details unless otherwise approved in writing by the City of Scottsdale's Transportation Department.

ADDITIONAL PLANNING ITEMS:**DRB Stipulations**

21. All signage requires separate approval and permits.
22. Flagpoles, if provided, shall be one piece, conical, and tapered.

ENGINEERING

The following stipulations are provided to aid the developer in submittal requirements, and are not intended to be all inclusive of project requirements. The developer shall submit engineering design reports and plans that demonstrate compliance with city ordinances, the Scottsdale Revised Code and the Design Standards and Policies Manual.

APPLICABLE DOCUMENTS AND PLANS:

23. Except as required by the City Code of Ordinances, Zoning Regulations, Subdivision Regulations, and the other stipulations herein, the site design and construction shall substantially conform to the following documents:
- a. Conceptual Drainage Report for Airport Entrance Road and Parking Lot at Scottsdale Airport; by Gilbertson Associates, Inc.; dated March 24, 2005; and approved March 25, 2005;
 - b. Terminal Circulation Study Update for Scottsdale Airport; prepared by TASK Engineering Company, Inc.; dated March 31, 2004;
 - c. Scottsdale Municipal Airport Drainage Report; prepared by Johannessen & Girand;
 - d. Site Plan prepared by Archicon, L.C. Architecture; dated 7/14/2005.

CIVIL IMPROVEMENT PLAN REQUIREMENTS:**DRB Stipulations**

24. Comprehensive plans for grading and drainage; paving; striping, signing, and pavement markings, and utilities shall be prepared and submitted by the applicant.

DRAINAGE AND FLOOD CONTROL:**DRB Stipulations**

25. A final drainage report shall be submitted that demonstrates consistency with the conceptual drainage report approved in concept by the Planning and Development Services Department.
- a. Before the approval of improvement plans by city staff, the developer shall submit two (2) hard copies and one (1) compact disc copy of the complete final drainage report and plan.
26. Demonstrate consistency with the approved Scottsdale Municipal Airport Drainage Report; prepared by Johannessen & Girand.
- a. Any design that modifies the approved master drainage report requires a site-specific addendum to the final drainage report and plan, subject to review and approval by the city staff.

- b. Addendum generated by the final drainage analysis for this site shall be added to the appendix of the final drainage report.

27. Basin Configuration:

- a. Basin side slopes shall not be steeper than 4:1, and basin depths shall not exceed 3 feet.
- b. A maximum of 50% of the front open space may be used as a retention/detention basin unless approved by the Project Coordination Manager.

28. Stormwater Storage on Paved Surfaces. Up to 50% of required stormwater storage may be provided in parking areas when the following conditions are met:

- a. Storage system shall be designed to store first 30% of required runoff volume off paved areas (to avoid ponding of nuisance water on pavement).
- b. Parking lot storage areas shall be designed so as to minimize interference with pedestrian traffic. Depth of water shall not exceed six inches within the parking area.

Ordinance

- A. On-site stormwater storage is required for the full 100-year, 2-hour storm event. The design of the storage basin capacity shall account for any proposed landscaping improvements. The landscaping improvements within the basins shall not reduce the capacity of the basins under the required volume.
 - (1) Basin bleed-off rates shall be set so that the storage basins do not drain completely in less than 24 hours. Storage basins must drain completely within 36 hours.
 - (2) Infiltration of stormwater through the basin floor is not acceptable as the sole means of draining the basin. Stormwater storage basins should be designed to meter flow to the historic out-fall point. Where an historic out-fall point does not exist (or metering is not possible), other methods of discharge such as pumps, etc. may be considered.
 - (3) Stormwater storage basins may not be constructed within utility easements or dedicated right-of-way (exceptions may be granted with written approval from appropriate utility company).
 - (4) Off-site runoff must enter and exit the site as it did historically.
 - (5) All development shall be designed to satisfactorily convey the 100-year peak discharge through the site without significant damage to structures.
- B. With the final improvement plans submittal to the Plan Review and Permit Services Division, the applicant shall submit a final drainage report and plan, subject to City staff approval.
- C. Underground Stormwater Storage:
 - (1) Underground stormwater storage is prohibited unless approval is obtained from the City's Floodplain Administrator.
 - (2) Drywells are not permitted.
- D. Street Crossings:
 - (1) Watercourse crossings for roads shall be designed to provide for 100-year access to all lots by at least one route. Accessibility will be considered to exist if it can be shown by the engineer that at the time of the peak flow, the depth of flow over the road will not be greater than 1 foot.

ROADWAY, INTERSECTION, AND ACCESS DESIGN:

DRB Stipulations

- 29. The developer shall design and construct driveways, turn lanes, parking lots, and roadways in general conformance with the aforementioned Archicon, L.C. Architecture Site Plan; see file for detailed site plan and comments.

Ordinance

- E. The developer shall submit a detailed striping and signage plan with final plans. The striping and signage plan shall include all existing improvements and striping within 300 feet of the limits of construction, and all signs, striping, or other traffic control devices proposed to accommodate phased and ultimate construction.

TRAFFIC SIGNALS:**Ordinance**

- F. Public street lights shall be installed in accordance with City of Scottsdale Revised Code, Section 48-149. The developer shall be responsible for coordinating a street layout and cost estimate with the utility company. Building permits may not be issued until all street light arrangements (including fee requirements) have been made.

INTERNAL CIRCULATION:**DRB Stipulations**

30. The developer shall provide a minimum parking-aisle width of 24 feet.
31. The developer shall provide internal circulation that accommodates emergency and service vehicles with an outside turning radius of 50 feet and inside turning radius of 25 feet.
32. Pedestrian circulation shall be in substantial conformance with the site plan.
33. Bus stops/layover areas shall be in substantial conformance with the site plan.

Ordinance

- G. Parking areas shall be improved with a minimum of 2.5 inches of asphalt over 4 inches of aggregate base.

EASEMENTS AND DEDICATIONS**DRB Stipulations**

34. Sight distance easements shall be dedicated over sight distance triangles.
- a. Sight distance triangles must be shown on final plans to be clear of landscaping, signs, or other visibility obstructions between 2 feet and 7 feet in height.

Ordinance

- H. Public Utility Easement:
- (1) An 8-foot wide public utility easement shall be dedicated along both sides of streets. The 8-foot wide easements may be reduced or eliminated upon approval of the public utility companies.

CONSTRUCTION REQUIREMENTS**DRB Stipulations**

35. City staff may at any time request the developer to submit as-built plans to the Inspection Services Division.
- a. As-built plans shall be certified in writing by a registered professional civil engineer, using as-built data from a registered land surveyor.
- b. As-built plans for drainage facilities and structures shall include, but are not limited to, streets, lot grading, storm drain pipe, valley gutters, curb and gutter, flood walls, culverts, inlet and outlet structures, dams, berms, lined and unlined open channels, storm water storage basins, underground storm water storage tanks, and bridges as determined by city staff.

Ordinance

- I. Section 404 permits. With the improvement plan submittal to the Plan Review and Permit Services Division, the developer's engineer must certify that it complies with, or is exempt from, Section 404 of the Clean Water Act of the United States. [Section 404 regulates the discharge of dredged or fill material into a wetland, lake, (including dry lakes), river, stream (including intermittent streams, ephemeral washes, and arroyos), or other waters of the United States.]